

SPECIFICATION AMENDMENTS

Please amend specification paragraphs 0002, 0014, and 0015 as follows:

[0002] Cross-reference is hereby made to commonly assigned U.S. patent application Ser. No. \_\_\_\_\_, ~~titled~~ No. 10/729,374, titled MOTOR VEHICLE WITH A BODY STRUCTURE AND WITH A SIDE IMPACT PROTECTION DEVICE, ~~filed~~ \_\_\_\_\_, ~~naming~~ filed December 8, 2003, naming as inventors two of the four inventors named in the present application.

[0014] A motor vehicle 1 comprises a vehicle body 2 having a roof 3 and a side wall 4 in which a door 5 is inserted - FIG. 1 - . The door 5 bounds a vehicle occupant compartment 6 for at least one occupant 8 resting in a seat 7 and has a door body 9 and a door window 10 which is constructed in an immersible fashion in the above-mentioned door body 9. The door body 9 is formed by an exterior wall 11 and an interior frame 12 extending in the vehicle occupant compartment 6 and is provided with a safety system 13 for the occupant 8. The safety system 13 is used mainly for the protection of the occupant's thorax region Tb or head region Kb and operates like a passive safety system known in the vehicle construction field as an air bag. Under the influence of a vehicle collision, a pyrotechnical fuel is ignited, whereby a folded protective bag is inflated within fractions of a second. The safety system 13 has a protective bag 14 which, in the moved-in ~~condition Ze~~, is condition, is folded together as a packet which is fully

immersed in the door body 9 and, in the inflated condition Za--FIGS. 1 and 2-- extends along an interior side 16 of the door window 10.

[0015] For this purpose, during unfolding, the protective bag 14 emerges from the door body 9 by way of a door covering 19 extending adjacent to a belt line 17 or a door elbow place 18, in order to move in the direction of the roof 3. The protective bag 14 is dimensioned and designed such that, in the inflated condition Za, it rests, on the one side, by means of a first wall 20 against the interior side 16 of the door window 10 and, on the other side, by means of a second wall 21 facing away from this door window 10 or facing the occupant 8, extends at an approximately equal distance and/or parallel to the door window 10 or the first wall 20--FIGS. 1 and 4--. Furthermore, the air bag 14 has several hollow-body-type sections 22, 23, 24, 25, 26 --FIGS. 2 and 4--which provide the air bag 14 with a defined inherent stability in the inflated condition Za and which, in the embodiment, have an approximately identical cross-section. In addition, the hollow-body-type sections 22, 23, 24, 25 and 26 extend at the same distance from one another, specifically in the vertical direction B-B of the vehicle.